

STEREO MOC Status Report
Time Period: 2017:051 - 2017:057

STEREO Ahead (STA) Status:

1. The following Ground System anomalies/events occurred during this reporting period:

- On day 054, during the DSS-14 support, turbo decoder lock was lost intermittently between 0151z through 0155z. This anomaly resulted in the loss of 168 frames of real-time and SSR data.
- On day 054, during the DSS-36 support, the command uplink was lost at 0707z through 0711z due to the inadvertent disabling of the uplink drive at the station. Telemetry lock was subsequently lost beginning at 0738z and again at 0743z from re-establishing the uplink. This anomaly resulted in the loss of 926 frames of real-time telemetry and SSR data. See DR# C112566 for more information.

2. The following spacecraft/instrument events occurred during this week. The Ahead observatory operated nominally during this week.

- On day 051, G&C parameter memory object release 1.3.5 was loaded and verified to G&C EEPROM at 1630z. This release updated the following parameters:
 - Autonomous momentum dump (AUT_MOM_DMP)
 - Leap second (NAV_EPOCHOFFSET)
 - Maximum slew rate (Ctl_SLEWMAXRATE)
- On day 054, fine pointing dropped out several times between 1933z through 2234z due to G&C zero wheel speed avoidance.
- The average daily science data return for Ahead was 5.4 Gbits during this week.

STEREO Behind (STB) Status:

1. Detailed status of the recovery activities this week to restore operations is listed below.

- None.
2. The Behind loss of communication anomaly occurred on October 1, 2014. Post superior solar conjunction, recovery operations resumed on November 30, 2015. By implementing the NASA Failure Review Board recommendations, the first recovery attempt began with carrier detection by the DSN on August 21st, through September 23, 2016. At a spacecraft range of ~2 AU, the observatory was found to be rotating slowly about its principal axis of inertia for which the uncontrolled attitude allowed some solar array input and continuous uplink and downlink communications on the LGA at emergency data rates. Over the next 22 continuous days, significant obstacles to recovery were overcome with a collaborative effort of the JHU/APL engineering team, NASA GSFC, DSN, FDF, SSMO scheduling, and Mission Operations teams. This consisted of:
- Reliably commanding a rotating spacecraft with uncontrolled attitude at a distance of 2 AU
 - How to power on the spacecraft that was never designed to be off without collapsing the battery voltage
 - Acquiring telemetry at 35 bps from a spacecraft that is rotating with an uncontrolled attitude
 - Warming a frozen propulsion subsystem with a degraded battery and limited solar array input with an uncontrolled attitude
 - Configuring, loading, and verifying EA, C&DH, and G&C parameters and macros with very limited telemetry
 - Conducting an autonomous momentum dump in the blind and transitioning to C&DH standby mode and successfully receiving telemetry on the HGA indicating star tracker lock and decreasing system momentum.

However, system momentum level remained above the threshold for re-establishing attitude control with the reaction wheels. Due to the uncontrolled attitude, communication degraded and the last detection of the carrier was on September 23rd.

Behind Observatory Status - From the last telemetry received on September 18th, main bus voltage is low, 2 out of 11 battery cells are currently not functioning, attitude remains uncontrolled, rotating at a ~45 second period about its principal axis of inertia. While propellant is suspected to be frozen, last telemetry indicated both propulsion tank latch valves are open and pressure transducer #2 is not functioning. EA mode is enabled. The battery charge rate is C/10.

Necessary macro sequences have been tested to allow the peak power tracker in C&DH standby mode to protect the battery. These macro sequences will be loaded to EEPROM when the communications supports longer commands.

Monthly recovery efforts consist of attempting to power on the transmitter for 30 minutes. If no carrier signal is detected, battery recovery operations will commence which consist of repeatedly sweeping a 3 kHz uplink range and sending commands for IEM switched power and PDU 1553 interface bus off. The next recovery tracks are on March 17th, 18th, and 19th.